M2

Not on Reader 12/82

Distr.
LIMITED

E/CN.14/TRANS/161
10 November 1980

Original: ENGLISH

UNITED NATIONS

ECONOMIC AND SOCIAL COUNCIL

ECONOMIC COMMISSION FOR AFRICA

Third Meeting of the Co-ordinating Committee of the Cairo-Gaborone Trans-East African Highway

Addis Ababa, 16-20 December 1980

Agenda item 7

LO/NAIROBI

RELEVANT RESOLUTIONS OF OTHER TRANS-AFRICAN HIGHWAY AUTHORITIES

1. The Governing Council of the Mombasa-Lagos Trans-African Highway Authority meeting in Bangui, Central African Republic on 26 July 1980, adopted two important resolutions that have wider implications than the confines of the influence area of the Mombasa-Lagos Highway. These were the preparation of an African Highway Code, based on an ECA-prepared outline, and the quick establishment of an African Highway Association. Both resolutions call on other subregional highway entities, in this particular case the Cairo-Gaborone Trans-East African Highway, to support the publication of the Code and the establishment, forthwith, of the African Highway Association.

2. The two resolutions are reproduced as annexes I and II respectively.

African Highway Code

3. Traffic accidents are a menace to the travelling public, and sometimes to innocent bystanders, on any highway and have the undesirable tendency to increase drastically as a highway is improved, simply because a highway improvement effort attracts additional diverted or generated traffic, and increases in vehicle speeds and both the increases in volume and speed in their turn entail increased traffic incidences and severity.

4. A highway code is one of the means of combatting traffic accidents. ECA has prepared an outline of such a code but it would require elaboration and preparation in final form. ECA is grateful to the International Road Federation who have shown interest in this project.

5. The Code in outline is reproduced as annex III.

African Highway Association

6. African countries spend a considerable part of their annual revenues on the construction, improvement and maintenance of roads. Investments of such magnitude must obviously be planned and executed in a manner as to ensure that optimum benefits are derived by the countries.

7. In Africa today, there is no forum for discussion on matters affecting the design, construction, planning and maintenance of roads. There is no indigenous organized method for correlating road research work carried out in the various African States and of disseminating their results. It is not unlikely that a certain amount of costly duplication of research effort occurs. There is only limited opportunity whereby African countries can obtain the collective opinion of African road engineers, or transport economists on matters relating to highway engineering, including organization, administration, planning and training.

8. In line with the above, the first African Highway Conference, held at Addis Ababa from 20 to 25 October 1969 examined the possibilities for the creation of an African Highway Association whose general aim would be to foster progress in the design, construction, improvement and maintenance of roads; to advance the professional quality of engineers and transport economists interested in road and related work; to promote research and its effective application; and to encourage the expansion of road systems throughout Africa. The Conference adopted a resolution calling for the establishment of the proposed Association. It further established an interim committee of eight countries - the Central African Republic, Ethiopia, Kenya, Morocco, the Niger, Nigeria, Sudan and Zaire - to study the establishment of the African Highway Association.

9. OAU and ECA convened this meeting in November 1973. The meeting considered the adoption of the draft constitution, rules and regulations for the proposed Association. It also considered the setting up and financing of a permanent secretariat and arrangements for calling an inaugural meeting of the Association.

10. Since that interim meeting, no known positive action has taken place.

11. The draft constitution of the Association is reproduced as annex IV.

Action required

12. The Co-ordinating Committee is expected to respond positively to the call of its sister organization, the Governing Council of the Mombasa-Lagos Trans-African Highway Authority and endorse the preparation of the African Highway Code based on the ECA outline and commend the IRF on its initiative to consider sponsoring the project.

13. The Co-ordinating Committee is also expected to positively endorse the immediate establishment of an African Highway Association.

ANNEX I

RESOLUTION CA/RTA/02 (I)

African Highway Code

The Governing Council of the Mombasa-Lagos Trans-African Highway Authority, meeting in Bangui, the Central African Republic on 26 July 1980,

Aware that the high incidence of traffic accidents has become one of the major socio-economic problems in the world,

Recognizing the usefulness of an African Highway Code as one of the effective countermeasures to both the incidence and severity of road accidents on the Trans-African Highway,

Appreciating the efforts made by the United Nations Economic Commission for Africa in the preparation of the outline of an African Highway Code,

1. Encourages ECA to continue work towards the completion of the preparation of the African Highway Code in its final form;

2. Appeals to IRF and other world institutions to give their full support in the form of expert and financial assistance to carry out the project successfully;

3. Requests other African subregional highway entities to take appropriate steps towards the adoption of the completed Code as the genuine African Highway Code.

ANNEX II

RESOLUTION CA/RTA/03 (I)

African Highway Association

The Governing Council of the Mombasa-Lagos Trans-African Highway Authprity, meeting in Bangui, the Central African Republic on 26 July 1980,

Recalling the resolution adopted by the first African Highway Conference held in Addis Ababa, on the establishment of the African Highway Association,

Noting that, despite the efforts of ECA, the Organization of African Unity and other bodies, the African Highway Association has not yet been established,

Convinced that the establishment of an African Highway Association would provide the sole African forum for the exchange of ideas on the development of highway engineering on the continent and for the regional standardization of designs and specifications,

1. Appeals to all international and African organizations and all national highway associations to lend their full support to the establishment of the African Highway Association;

2. Requests the Economic Commission for Africa and the Organization of African Unity to continue their efforts to convene a meeting of concerned parties for the speedy establishment of the African Highway Association and ECA to provide facilities and the interim secretariat required for the success of the venture.

ANNEX III

AFRICAN HIGHWAY CODE

A. Introduction

The development of highway transportation is an indispensable component of any development effort; nevertheless highway development has an undesirable, yet unavoidable side effect: traffic accidents.

Traffic accidents form a social problem of great importance in almost any country in the world, and present a challenge to the highway designer to make the highway safer and more efficient, yet economical to build and maintain. Traffic accidents constitute a very important and exhorbitant economic cost of transportation, even if it were possible to disregard for the moment the unquantifiables such as the pain, anguish and mental and physical suffering that affect the injured, the relatives and friends, and the passers-by and eye witnesses. The cost of vehicles and medical commodities alone merits serious consideration of any preventive measures.

As the Trans-East African Highway is improved, and the traffic volume increases, the accident toll will rise inexorably year by year in direct proportion to the traffic build-up unless it is offset by a lower incidence of accidents.

Sections of the Trans-East African Highway or its feeders could conceivably be designed and constructed to such an ideal standard as to have flat embankment slopes, well-rounded ditch bottoms, and even have large medians, if these features were not prohibitively expensive.

The three recognized methods to combat most traffic accidents are (the three Es):

(a) engineering;

(b) enforcement; and

(c) education.

While the first two are primarily functions of national governments, "education" is open to all parties interested, affected by, or concerned with traffic safety, governmental and others alike. And a highway code constitutes a very important element of safety education. It is practical to apply to the trans-African effort in that it can be applied across borders on a subregional, regional and even international basis. A highway code is designed to serve as a source of guidance to the road user, and an infringement of the code does not by itself lead to criminal charges.

The proposed African Highway Code is divided into three major sections (in addition to an appropriate "Introduction"):

Part I: As the Pedestrian, and particularly the Child pedestrian is by far the most vulnerable victim of fatal traffic accidents, part I contains advice to the pedestrian to walk along, or cross the highway with the utmost care, and to look out for the unexpected.

Part II: deals with the vehicle and its driver. As long as vehicles travel on the highway under the control of individual operators, the abilities and limitations of drivers need to be taken into account, if the incidence of accidents are to be reduced. This section of the Code needs to deal at length with the proper handling of the vehicle on the highway, with the thought in mind that a fraction of a second would suffice to bring about a catastrophic calamity if the driver is not in full and complete control of his senses and of the machine at all times. The vehicle itself, its road worthiness, and its periodical inspection and maintenance are all considered very important factors in the safe driving effort; hence ample elaboration needs to be made regarding the condition of the vehicle, with adequate emphasis on brakes and lights.

Part III: The final section of the Code concerns the adoption of uniform traffic signs and markings. Perhaps the 1968 Vienna Convention signs should be adopted as the traffic signs for the Trans-East African Highway, displayed on a single sheet for ease of reference.

The purpose of this exercise is to solicit support to (a) consider the African Highway Code in outline; (b) endorse its preparation in final form; and (c) recommend its acceptance by the other subregional highway entities to adopt it as the African Highway Code.

B. Proposed African Highway Code in outline

. The outline

I. The pedestrian

- Safe walking along the highway, alone, with children, and with animals or cattle;
- Precautions during highway crossing, pedestrian tunnels or overhead pedestrian flyovers;
- Traffic signs and signals, the safe use of pedestrian-actuated signals (push-buttons);
- Safeguards during marching on the highway;
- Part-time pedestrians: precautions during walking to and from vehicles parked on the highway;
- Lookout for special vehicles: fire trucks, ambulances, speeding police vehicles, military convoys, etc.;
- Precautions against moving vehicles at night or during inclement weather

II. The driver and the vehicle

- Skill development for safe driving;
- Ascertaining road worthiness of vehicle (brakes, lights, good tyres); continuous inspection and maintenance;
- Defensive driving, highway courtesy;
- Pedestrian priority, particularly child pedestrians;
- Proper starting, disciplined driving, overtaking, stopping on the highway, parking;

- Safe driving at night, and during adverse weather conditions;
- The dangerous "LEFT" turn (and for countries still driving on the left side, the dangerous "RIGHT" turn);
- Proper use of vehicle lights and signals;
- Breakdowns and accidents on the highway;
- Yielding to ambulances, fire trucks, escorted vehicles, etc.;
- Precautions against inflammable or other dangerous cargo vehicles;
- Precautions at railway crossings;
- First aid and highway accident management;
- Side-changes on certain Trans-East African Highway border crossings "right is wrong" "left is right", or vice versa.

III. African traffic signs

- Display of latest internationally acceptable traffic signs (Vienna Convention on Traffic Signs, 1968, pending further revision or amendment) of all three groups (warning, regulatory and informative groups, which may then be printed on a single page as the "African traffic signs").

ANNEX IV

AFRICAN HIGHWAY ASSOCIATION

CONSTITUTION

ARTICLE I

Name

The Association shall be known as the "African Highway Association". The approved abbreviation of the name of the Association shall be "AHA".

ARTICLE II

Objectives

The objectives of the African Highway Association are:

1. To provide governmental highway authorities and agencies in member States with a framework within which to discuss and plan all the required measures of co-ordination and co-operation for all their activities concerning highways.

2. To provide a forum for the exchange of experience and ideas on all matters affecting the planning, design, construction and maintenance of highways in Africa by means of periodic conferences and meetings and through the exchange of publications.

3. To promote the development and effective application of road research.

4. To encourage and support manpower training in all aspects of road research, planning, design, construction and maintenance.

5. To promote better utilization, co-ordination, planning and orderly development of the African highway network.

ARTICLE III

Functions

1. The functions of the African Highway Association shall include:

(a) Implementing the objectives set out in article II;

(b) Fostering the development of the science and practice of road-building as they relate to the planning, design, construction, maintenance, organization, administration, economics, research and safety of roads throughout Africa;

(c) Promoting the harmonization of traffic regulations, road signs and signals, driving licenses and motor registrations;

(d) Assisting in carrying out studies of subregional and regional road and road transport questions;

(e) Fostering and co-ordinating programmes for the development of existing and future facilities for manpower training in all aspects of road planning, design, construction and maintenance;

(f) Studying the need for collective arrangements for technical assistance in Africa with a view to obtaining the best possible use of all available resources, particularly for international road links.

2. The African Highway Association shall, in the exercise of its functions, work in close co-operation and consultation with OAU and ECA and may consult with any other governmental or non-governmental organizations concerned with roads and road transport.

ARTICLE IV

Membership

1. The African Highway Association shall be an autonomous body and membership shall be open to governmental authorities and agencies responsible for highways in African States members of OAU and ECA.

2. The African Highway Association is a consultative body and its conclusions and recommendations shall be subject to acceptance by member Governments.

ARTICLE V

Officers

1. Four officers, one from each subregion, shall be elected by popular vote to constitute the Board of Directors and the four will elect their Chairman. The office of the Chairman, which shall be for two years only, shall be held by rotation.

2. The Board of Directors shall appoint the Secretary, the Assistant Secretary, the Treasurer and the Assistant Treasurer and/or terminate their services.

3. The terms of office of all elected officers shall be two years.

4. No elected officer shall be eligible for the same office for more than two consecutive terms.

ARTICLE VI

Management

1. The Board of Directors shall manage the affairs of the Association in accordance with the laws under which the Association is organized and the provisions of this Constitution. It shall:

(a) Take measures to advance the development of the science and practice of road engineering and the interests of the Association;

(b) Disseminate technical knowledge through publications and meetings and by other means;

(c) Encourage the contribution of papers and dissertations by awarding prizes;

(d) Direct the investment and custody of the funds of the Association;

(e) Make appropriations for specific purposes;

(f) Act upon applications for membership;

(g) Designate the appointive officers of the Association;

(h) Prepare a two-year budget and submit it for approval to the plenary session of the African Highway Association;

(i) Prepare an annual report for the preceding fiscal year, which shall be from 1 July to 30 June;

(j) Appoint committees, consultants, advisers, etc., whenever necessary.

2. The Chairman shall have general supervision over the affairs of the Association. He shall preside at meetings of the Association and of the Board of Directors. He shall deliver an address at the plenary meetings.

3. In the event that the Chairman is absent or indisposed, one of the three Vice-Chairmen shall discharge the duties of the Chairman.

4. Under the direction of the Chairman of the Board of Directors, the Secretary shall:

(a) Serve as Secretary of the Board of Directors;

(b) Attend all meetings of the Association, prepare the agenda, and record the minutes of the meetings;

(c) Make an annual report or other reports as may be prescribed by the Board of Directors;

(d) Maintain full records of the correspondence of the Association;

(e) Co-sign all cheques;

(f) Prepare the budget of the African Highway Association.

5. The Assistant Secretary shall aid the Secretary and, if the Secretary is absent or indisposed, he shall assume the duties of the Secretary.

6. The Treasurer, as the financial officer of the Association, shall:

(a) Be responsible for the collection of all moneys due to the Association and for the deposit of such moneys to the bank account of the Association;

(b) Have charge of the books of account of the Association;

(c) Present annually to the Board of Directors a balance sheet, as of 30 June, of the books of the Association;

(d) Furnish at any time other financial statements as may be required of him;

(e) Co-sign, with the Secretary, all cheques in accordance with the guide-lines set out by the Board of Directors.

ARTICLE VII

Meetings

1. The African Highway Association shall meet in ordinary session once every two years. Other meetings shall also be held at such times and places as may be determined by the Board of Directors. Reasonable notice of all meetings shall be given to members of the Association.

2. Extraordinary plenary meetings may be convened by the Board of Directors and must be convened if the Board of Directors receives a request from two-thirds of the members of the Association.

3. At each ordinary plenary session the African Highway Association shall establish a work programme for the period until the following ordinary plenary session.

4. The venue of the plenary meetings shall be rotated among the subregions of the continent so as to afford as many different members of the Association as possible an opportunity of attending these meetings.

5. Representation at the meetings of the Association shall be by delegates of senior rank and competent in the subjects to be discussed.

6. At the meetings of the Board of Directors at least three members shall constitute a quorum.

7. In case of a divided vote in any meetings, the Chairman shall have the casting vote in addition to his deliberative vote.

ARTICLE VIII

Resources

1. The annual dues shall be fixed by the African Highway Association in response to the apparent wishes of the membership and in accordance with the needs of the Association.

2. Not later than 1 March of each year, the Secretary shall mail to each member a statement of the current indebtedness of the member and the amount of his dues for the ensuing fiscal year.

3. Grants, gifts, legacies, etc., shall constitute part of the resources if they are acceptable to the African Highway Association.

ARTICLE IX

Signature, ratification and withdrawal

1. The present Constitution shall be open to signature by all African States members of OAU and ECA.

2. The instrument of ratification shall be deposited with the secretariat of OAU which shall give notice of the date of deposit to the Board of Directors.

3. The present Constitution shall be open for signature as of _____ at the headquarters of OAU at Addis Ababa.

4. This Constitution shall come into force provisionally as of _____ and shall come into force definitely after ratification by 50 per cent of the States members of OAU and ECA.

5. To withdraw from the African Highway Association, a member shall give one year's notification to that effect to the Board of Directors which shall immediately inform members of the Association and OAU thereof. However, any member withdrawing from the Association shall be held and remain liable for all its financial obligations to the Association including those arising during the period of notice.

ARTICLE X

Amendments

1. Members may propose amendments to this Constitution and submit them to the Secretary in writing.

2. The Board of Directors shall study any proposed amendments and submit them to a plenary meeting.

3. Proposed amendments, which shall be mailed to all members at least 60 days prior to the plenary meeting, may be sub-amended, accepted or rejected by a two-thirds majority of the members.

4. In the event of any dispute arising as to the interpretation of the Constitution, the decision of the plenary meeting shall be final and binding.

5. No voting by proxy shall be accepted for amendments to the Constitution.